

Attachment 5

To Operations Group Factual Report

Addendum 1

DCA13MA120

POM – Landing Flaps and Landing Checklist

2.13.11 Flaps Extension Schedule

Current Flap Position	At Speed tape "Display"	Select Flaps	Command Speed for Selected Flaps
UP*	"UP"	1	"1"
1	"1"	5	"5"
5	"5"	20	"20"
20	"20"	25 or 30	(VREF25 or VREF30) + wind additives

2.13.11.1 Flaps 5

- It is required to pass IAF at flaps 5 maneuvering speed with flaps 5 (With the exception of special cases).
- To prevent aircraft from overshooting the localizer course, flaps 5 and flap 5 speed should be achieved no later than intercepting final approach course the Localizer
- During staring-in approach, flaps 5 and flaps 5 maneuvering speed should be achieved no later than approximately 12nm to prevent excessive using of thrust.
- During visual approach, flaps 5 and flaps 5 speed should be achieved no later than entering downwind.

2.13.11.2 Landing Flaps (Flaps 25/30)

- The following table represents time to extend specified flaps and landing gear. (Exception of circling and visual approach)
- It is required to adjust the time for configuration change in order to meet the requirements or procedures in local airport (Speed limit, delayed flaps approach, landing gear down operation. etc) or direction from ATC.

L/G Down & Flaps 20	Landing Flaps
<ul style="list-style-type: none"> • Glide Slope Alive or • 2,400FT (AFE) or • 8 DME or • 2 NM prior to FAF • apply special procedures of specific airport. 	<ul style="list-style-type: none"> • 1,800FT (AFE) or • Glide Slope Capture or • 6DME or • prior to FAF • apply special procedures of specific airport.

2.13.12 Speed Control

Proper speed control can minimize the movement of thrust levers.

2.13.13 Conducting Landing Checklist

- a. Once landing configuration done, the PF will check landing gear position indication, Flaps position, and SET APPROACH SPEED and MISSED APPROACH ALTITUDE on MCP, and then order the PM to read landing checklist.
- b. PM opens landing checklist immediately after setting landing flaps then conducts the checklist by order of PF and call out “Landing checklist complete clear to land (or continue approach) RWY OO L/R”. In addition, when approach to the airport with two or more runways in use (including paralleled runway), verify the runway to land in order to prevent any confusion.

The end of section